manufacture of the distress signals were:

	Date of Manufacture
1. Parachuit Rocket Signal	August 1981
2. Lifeboat Distress Rockets	February 1981
3. Lifeboat Flares	December 1984
4. Line Throwing Apparatus	September 1980

The Mercantile Marine Department, Tuticorin, while issuing the certificate recommended that these pyrotechnics be renewed at the earliest. However, this does not appear to have been done. Normally, these pyrotechnics are considered to be in good condition for a period of three years from the date fo manufacture. The matter is under investigation by the Metropolitan Magistrate.

It is confirmed that Maini Shipping Company had written to the relatives of the crew of M. V. Nitya Nanak that the vessel may have been delayed due to bad weather. This matter has also been the subject matter of investigation under Section 36C of Merchant Shipping Act.

Ban on recruitment in Railways

1799. SHRI O. J. JOSEPH: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have imposed a ban on recruitment in Railways in view of impending new phase of computerisation; and

(b) if so, what is the net reduction of staff effected during 1975—85?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No ban on recruitment due to impending computerisation has been imposed.

(b) Does not arise.

Accident of the Air India's Jumbo on Bangkok-Hongkong route

1800. SHRI KISHORE MEHTA:
SHRI DHARAM CHANDER PRASHANT:
SHRI SURESH KALMADI:
DR. SHYAM SUNDAR MOHAPATRA:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that parts of an Air India jumbo jet fell into a field shortly after it took off from Bangkok for Hongkong and the plane was grounded in Hongkong for repairs;

(b) whether any enquiry has been ordered into the matter; and

(c) if so, with what results?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir. Parts of the cowling of one engine fell off without causing any operational problem to the aircraft. The engine was replaced in Hongkong.

(b) and (c) The incident is under investigation.

Retrenchment of cargo handling workers at Paradip Port

1801. SHRI RAMANAND YADAV: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware that the Chairman of Paradip Port Trust arbitrarily introduced mechanical system in coal loading in Paradip Port on the 8th October, 1985, which was being done by unlisted cargo-handling workers since long through C&F Agents Stevedores;

(b) whether the introduction of mechanical system has thrown out of job about 1550 unlisted cargo handling workers.

(c) whether it is also a fact that the Chief Minister of Orissa advised the Chairman of the Paradeep Port

Trust to re-employ the concerned 332 workers by issuing identity cards to them; and

(d) if so, what steps Government propose to take to re-employ the re-trenched workers and save the port from labour trouble?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Due to lightening strike by cylearing and forwarding workers from 3-10-1985, the clearing and forwarding operations in Paradip Port were paralysed. As a result, M/s. SAIL and TISCO could not move imported coking coal to their steel plants and this caused an alarming situation at their steel plants threatening their closure as coal stocks in the mills had become critically low. Hence, both M/s. SAIL and TISCO requested Paradip Port Trust to arrange for loading of coking coal into wagons and trucks by mechanical means. Accordingly, mechanisation of coal loading has been introduced in Paradip Port from 8th October, 1985.

(b) No, Sir.

(c) The Chief Minister had taken a meeting with the President, Paradip Port and Dock Mazdoor Union and Chairman, Paradip Port Trust on 10th September, 1985 to discuss the outstanding problems of the clearing and forwarding workers of Paradip Port. The Chief Minister had desired that the Paradip Port Trust authorities may agree to scrutinise the list of about 1800 workers, which the Union claimed was once submitted to the Port authorities but out of which only about 1479 workers were issued gate passes once again, and such of the workers, not exceeding 332, who were found to have worked in the port, in the past, may be issued gate passes.

In pursuance of the above decision, the Chairman, Paradip Port Trust have informed that the Union could not produce any proof of these workmen having worked in the Port to consider the request for issuing entry passes to them.

(d) The question does not arise as there has been no retrenchment on account of mechanisation of coal loading.

Commissioning of the new terminal building at Ranchi Airport

1802. SHRI ASHWANI KUMAR:
SHRI S. W. DHABE:

Will the Minister of TRANSPORT be pleased to state:

(a) by when the new terminal building at Ranchi airport is likely to be commissioned;

(b) by when the night landing facilities at Ranchi airport are likely to be utilised;

(c) whether there is any proposal to have a Ranchi-Patna-Bombay flight;

(d) if so, by when it is likely to be started; and

(e) if the answer to part (c) above be in negative, whether Government propose to consider feasibility of such a flight?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) By July 1986.

(b) Night landing facilities have been sanctioned for this airport and are likely to be installed by the end of 1986. Indian Airlines can utilise these facilities thereafter.

(c) No, Sir.

(d) and (e) The operation of such a service would depend on traffic demand and fleet capacity of Indian Airlines.

Indian Council of Medical Research Report on T.B. cholera typhoid and polio

1803. SHRI CHATURANAN MISHRA:
SHRI N. E. BALARAM:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) Whether it is a fact that the Indian Council of Medical Research in its recent